

# RECEIPTS AT BOSTON TODAY

any of Off-Shore Fleet In  
Today After Week and  
10 Day Trips.

approximately 825,000 pounds of fish were in waiting for the trade the markets at the new pier and wharf opened this morning. The catch was brought in by several of the off-shore fellows, some of whom have been out from a week to 10 days. Wholesale quotations were \$1.75 to \$2.50 a hundred for haddock, \$5 for cod, \$2.50 for market cod, \$3 for hake and \$4 for pollock.

**Boston Arrivals and Receipts.**  
The arrivals and receipts in detail

**ARRIVALS AT BOSTON FISH PIER.**  
Sch. Thomas S. Gorton, 52,000 haddock, 5000 cod, 2000 hake, 2000 cusk.  
Sch. Gov. Foss, 66,000 haddock, 3500 hake, 2000 cusk.  
Sch. Somerville, 37,000 haddock, 10,000 cod, 2000 hake, 8000 cusk.  
Sch. Conqueror, 50,000 haddock, 4000 cod, 2500 pollock.  
Sch. Fannie Belle Atwood, 30,000 haddock, 10,000 cod.  
Sch. Stiletto, 54,000 haddock, 6000 hake, 5000 cod.  
Sch. Bay State, 40,000 haddock, 14,000 cod, 2000 hake, 5000 pollock, 1000 cusk.

Natalie Hammond, 37,000 haddock, 15,000 cod, 800 halibut.  
Sch. A. Platt Andrew, 45,000 haddock, 8000 cod, 10,000 hake, 17,000 cusk.

Sch. Foam, 75,000 haddock, 3200 cod.  
Sch. Ripple, 34,000 haddock, 1600 cod.  
**ARRIVALS AT T WHARF.**

Sch. Sylvia, 55,000 haddock, 10,000 hake, 10,000 cusk.  
Sch. Matthew S. Greer, 12,000 haddock, 12,000 cod, 5500 hake.  
Haddock, \$1.75 to \$3.25 per cwt.; cod, \$5; market cod, \$2.50; hake, \$6; pollock, \$4.

**Salt Mackerel Market.**  
The Lenten season is lending a little to the decidedly limited stocks of commodity held in reserve, mainly one eminent holder, says the Boston Gazette. Domestic salt mackerel is hardly much of a factor just as compared with the broad and varied movements of the foreign fish. Of course, Cape Breton mackerel is not, strictly speaking, a Lenten fish. If we are to interpret the words "domestic mackerel" rigorously, we would confine ourselves to the boundary lines of our own country and the high seas directly adjacent thereto.

The business has started in with a bang, "said the executive head of New York's largest Norway mackerel house a few days ago. "I am sure hundreds of pairs of fancy eyes are looking upon us with great demand for these fish, as well there should be."

Report on Irish Mackerel by Mail: Liverpool, Eng., February 6.—No report of curing from any of the stations, en route to New York, str. Megan.

Contd above

Feb. 26  
tic, 200 bbls.; to Boston, str. Bohemian, 500 bbls.; total for week, 700. Str. Bohemian due in Boston, Friday, February 19. Total shipments to date, 1914, Irish autumn, 17,298 bbls.

The following report was issued from Boston under date of February 12:  
"Receipts of salt mackerel in Boston the past week comprised one barrel from Canada and 389 from Ireland. The market on salt mackerel continues quiet, and there is not any change to note in prices. Lent began Feb. 17 and the demand for fish in not so active as it should be at the present time."

Feb. 27

## THREE IN ON END OF THE WEEK

**New Haddock Sold For \$2.50  
at the New Fish Pier  
Today.**

Three fresh fares were reported at Boston today, at the close of the week. All were from off shore and tied up at the South Boston pier, they being as follows: Sch. Imperator, Capt. Wm. Firth, 53,000 pounds fresh fish and 500 pounds fresh halibut; Aspinet, Capt. Jake Brigham, 45,000 pounds, Virginia, 45,000 pounds.

Wholesale quotations were \$2.50 a hundred pounds for haddock, \$6 for large and \$3 for market cod, \$3 to \$6.50 for hake, \$4.50 for pollock, \$1.50 for cusk and 15 cents to 16 cents a pound for fresh halibut.

**Boston Arrivals and Receipts.**

The arrivals and receipts in detail are:

**ARRIVALS AT BOSTON FISH PIER.**

Sch. Aspinet, 25,000 haddock, 6800 cod, 6000 hake, 4000 cusk, 4000 pollock.  
Sch. Virginia, 30,000 haddock, 14,000 cod, 1000 pollock.

Sch. Imperator, 35,000 haddock, 12,000 cod, 6000 cusk, 500 halibut.

Haddock, \$2.50 per cwt.; large cod, \$6; market cod, \$3; hake, \$3 to \$6.50; pollock, \$4.50; cusk, \$1.50; halibut, 15c and 16c per lb.

## ALEWIVES NOW AT EDGARTOWN

The first alewives of the season have made their appearance at Edgartown, the run being the earliest in years. The fish are running in small quantities, 500 being taken there on Thursday.

## ONE LONE CRAFT FROM PORTLAND

**Sch. Margaret Only Craft  
Around the Point Since  
Last Report.**

There was one arrival here this morning, sch. Margaret, Capt. Ernest Engstrom arriving from Portland with 5000 pounds salt cod.

Capt. Engstrom landed over 30,000 pounds fresh halibut at the latter place and with the proceeds from her salt fish will stock about \$3000.

**Gloucester Arrivals and Receipts.**

The arrivals and receipts in detail are:

Sch. Margaret, via Portland, 5000 lbs. salt cod.

**TODAY'S FISH MARKET.**

**Salt Fish.**

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.25; snappers, 3. Georges halibut codfish, large, \$5; medium, \$4.25.  
Eastern halibut codfish, large, \$4.25; medium, \$3.75; snappers, \$3.  
Cusk, large, \$2.50; medium, \$1.75; snappers, \$1.50.  
Hake, \$1.50.  
Haddock, \$1.75.  
Pollock, \$1.50.  
Newfoundland herring, \$3.25 per bbl. for salt bulk, \$4.25 per bbl. for pickled.

**Fresh Fish.**

Splitting prices:  
Haddock, \$1.10 per cwt.  
Western cod, large, \$2.25; medium, \$1.50; snappers, 75c.  
Eastern cod, large, \$2; medium, \$1.50; snappers, 75c.  
All codfish, not gilled, 10c per 100 pounds less than above.  
Hake, \$1.25.  
Cusk, large, \$1.75; medium, \$1.15; snappers, 50c.  
Pollock, round, 80c; dressed, 90c.  
Fresh halibut 13 1-2c for white and 9c for gray.

Newfoundland frozen herring, 3c per lb.

**Pensacola Landings.**

The catch during the week ending February 12, by the fishing vessels of Pensacola reached 202,402 pounds, considered fairly good for this time of the year. Of the total, 166,962 pounds was red snapper and 37,440 pounds of grouper.

Following are the arrivals:

Ruth A. Wells, 20,680 snapper.  
Wm. A. Morse, 27,080 snapper, 3,225 grouper.  
Sheffeyd, 14,435 snapper, 4,165 grouper.  
Wm. Hayes, 13,375 snapper, 5,575 grouper.  
Emily Cooney, 16,000 snapper, 5,105 grouper.  
Fish Hawk, 13,695 snapper, 3,305 grouper.  
Caldwell H. Coit, 22,152 snapper, 1,270 grouper.  
Francis V. Silva, 22,195 snapper, 11,055 grouper.  
Algoma, 3,900 snapper, 940 grouper.  
Silas Stearns, 13,350 snapper, 2,800 grouper.

## SEALING FLEET WILL BE SMALLER

Five wooden sealing steamers, the Terra Nova, Viking, Erik, Diana, and Bloodhound, are now being fitted out by St. John's for the sealing voyage, which will be prosecuted in the Gulf.

The Bonaventure, in command of Captain Bob Bartlett, will also fish in Gulf waters which, with the seal is now fitting for the trip at Halifax, and two Norwegian steamers, will bring the fleet up to nine ships, the smallest on record.

The Reid steamer Bruce, which was badly damaged at Port au Basques during a storm last week, has been towed to St. John's where she will dock for repairs. The steamer Kyle in the meantime is making tri-weekly trips between Port aux Basques and North Sydney.

The ships report heavy ice in the gulf.

## BEAM TRAWLERS NOT COMING

An attempt by the Newfoundland fishing firm of Patten and Forsey, to secure steam trawlers in England, to operate in the Grand Banks codfishery during the coming summer, has failed. The British government refuses to allow any trawlers to leave British ports, as all those are used in mine sweeping and other work around the British Isles.

## HADDOCKERS' GOLDEN DAYS

Some more of those prosperity stocks in the fresh haddock fishery were realized at Boston this week.

Sch. Onato, Capt. J. Henry Larkin, stocked \$1800 and the crew shared \$300 clear on their recent trip.

Sch. Frances S. Grueby, Capt. Enos Nickerson, six days out, stocked \$2343 and the crew \$72.62 clear to a man.

Sch. Pontiac, Capt. Ernest Parsons, stocked \$1888 and the crew, \$50 clear.

**First Salt Banker Away.**

The first salt banker of the season, sch. Athlete, Capt. Thomas Benham, sailed today. The first banker to sail last year was British sch. Independence II, which got away March 10.

**Herring at Provincetown.**

The fishermen at Provincetown have begun the work of putting down the weirs that were taken up last fall. A few herring have been taken the past week at this place.



# DEEP SEA'S TOLL OF FISHERS, 28

## Eight Vessels Were Also Lost From This Port Last Year—Loss of Life About Average of Recent Years.

Six sailing schooners and two gasoline auxiliary powered schooners owned in this city were lost in the fisheries during the year 1914, entailing a property loss of \$72,700 upon which there was an insurance of \$52,300, while 28 men lost their lives by drowning or died on shipboard or after being taken to hospitals, leaving widows and as far as reported 13 small children, while several left adult children.

The number of vessels was five less than last year, while the aggregate tonnage was very much lower, a large storage steamer being included in the losses for 1913, while the number of lives lost was two more. Five men went astray in their dories, six were washed or fell overboard, six died on shipboard and four in hospitals after being landed from their vessels, two were killed by accident on shipboard, three were found drowned in the dock, one was drowned by the capsizing of his dory, one run down by the vessel. Two of the lost craft were engaged in fresh halibut fishery and one each in the haddocking, salt herring, mackerel netting, salt cod and snapper fisheries, while one was on a voyage for cured fish. Six of the vessels were wrecked by going ashore, and two sprung aleak and foundered at sea.

The lost vessels had an aggregate tonnage of 814 tons gross and 592 tons net, and were valued at \$72,700, with an insurance of \$52,300. Only one of the vessels was insured by the Gloucester Mutual Fishing Insurance Company, five by the Providence-Washington Insurance Company and two by the Boston Insurance Company.

The number of vessels lost in 1913 was 13, including nine fishing vessels, one refrigerator steamer and three small gasoline boats, having an aggregate tonnage of 2112 tons gross and 1537 tons net, valued at \$166,500 and insured for \$100,290. The number of lives lost was 26, two of the men leaving widows.

The number of vessels lost in 1912 was 10, including two boats, with an aggregate gross tonnage of 837 tons and net tonnage of 604 tons. The total valuation being \$73,890 and an insurance of \$65,931. The number of lives lost was 48.

The number of vessels lost in 1911 was seven, including two boats, with

an aggregate tonnage of 623 tons gross and 458 tons net, valued with their outfits and cargoes at \$55,000, on which was an insurance of \$43,148. The number of lives lost was 62, leaving 22 widows and over 40 fatherless children.

In 1910 only one vessel was lost, with a gross tonnage of 112 tons and a net tonnage of 78 tons net, and the number of lives lost was 25, leaving eight widows and 24 fatherless children, the loss of life being smallest for many years previous.

### Losses of Vessels.

The losses of vessel property reported during the year were as follows:

Sch. Eglantine, 99 tons gross, 67 tons net, built in Essex in 1902 and owned by the Gorton-Pew Fisheries Company, went ashore at Spry Bay, N. S., January 24, while engaged in the fresh haddock fishery. Crew saved. Valued at \$10,000, and insured for \$4500 on the vessel and \$2000 on the outfits by the Gloucester Mutual Insurance Company and \$2000 on the vessel and \$800 on the outfits by the Providence-Washington Insurance Company.

Sch. Selma, 122 tons gross, 87 tons net, built in Essex in 1904, and owned by Atlantic Maritime Co. and others, went ashore at Meagher's Black Cove, near Halifax, N. S., January 25, while making port to replace a broken main boom, she being engaged in the fresh halibut fishery. Crew saved. Valued with her outfits as \$8500; with no insurance.

Sch. Georgie Campbell, 111 tons gross, 78 tons net, built in Essex in 1893, and owned by Davis Bros., driven ashore by the ice at Bay of Islands, N. F., January 27, while on a herring voyage. Crew saved. Valued at \$9000 and insured for \$4000 on the vessel and \$5000 on the outfits by the Providence-Washington Insurance Company.

Sch. Cynthia, 137 tons gross, 98 tons net, built in this city in 1906, and owned by Sylvanus Smith & Co., Inc., sprung aleak and sunk on St. Peter's bank February 14, while engaged in the fresh halibut fishery. Crew taken off by the cable steamer Minia. Valued at \$14,000, and insured for \$9000 on the vessel and \$4000 on the outfits by the Boston Insurance Company.

Sch. Jennie B. Hodgdon, 110 tons gross, 85 tons net, built in Essex in 1891, and owned by the Cunningham & Thompson Company, went ashore at Caraqueet, N. B., July 25, while on a voyage with a cargo of cured fish. Crew saved. Valued at \$8000 and in-

sured for \$4000 on the vessel and \$2000 on the cargo by the Boston Insurance Company.

Auxiliary sch. Jennie H. Gilbert, 26 tons gross, 25 tons net, built in Bristol, Me., in 1891, and owned by Capt. Carl C. Young, sprung aleak and sunk off Monhegan island, Me., September 17, while engaged in mackerel netting. Crew saved. Valued at \$2500 and insured for \$1600 on the vessel and \$400 on the outfits by the Providence-Washington Insurance Company.

Auxiliary sch. Alert, 99 tons gross, 74 tons net, built in Boston in 1888, and owned by Capt. Almon D. Mallock, went ashore on Nassau bar near St. John's river, Fla., November 25, while engaged in the snapper fishery. Crew saved. Valued at \$8700 and insured for \$4000 on the vessel and \$2700 on the outfits by the Providence-Washington Insurance Company.

Sch. Monitor, 110 tons gross, 78 tons net, built in Essex in 1886, and owned by the Gorton-Pew Fisheries Company, went ashore at Codroy, N. F., November 28, while on a codfishing voyage, having 140,000 pounds of fish on board. Crew saved. Valued with cargo and outfits at \$12,000, and insured by the Providence-Washington Insurance Company for \$3500 on the vessel and \$7500 on the cargo and outfits.

### Losses of Life.

Joseph Mullen, 19 years old, single, native of this city, one of the crew of sch. Frances P. Mesquita, went astray in his dory on Brown's bank January in his dory on Brown's bank, February 16.

James Organ, 27 years old, single, native of Bay of Islands, N. F., one of the crew of sch. Alice, went astray in his dory in a snow storm off the Cape shore January 21.

William Morrissey, 30 years old, single, native of Placentia Bay, N. F., washed overboard from sch. Corona on Green bank February 17.

Louis Amaro, 18 years old, single, native of Yarmouth, N. S., one of the crew of sch. Arethusa, thrown overboard by the slat of the boom February 18 while crossing the Bay of Fundy.

Jeremiah Sullivan, 70 years old, married, native of Ireland, found dead on board his boat at Salem harbor, March 3.

John W. Rowe, 72 years old, married, native of this city, died on the passage home from the Cape shore March 11, left widow and four adult children.

Joseph DeLuiz, 28 years old, single, native of the Western Islands, one of the crew of sch. Priscilla Smith, drowned on Grand Banks, by the capsizing of his dory, April 14.

John Hiltz, 53 years old, married, native of Chester, N. S., one of the crew of steamer Randolph, fell overboard off Thatcher's island, April 2, left widow and one daughter.

Ben Clair Thomas, 26 years old, married, native of Cape Negro, N. S., one of the crew of sch. Lillian, thrown overboard while hooking the main boom tackle off Sable island, May 2.

Willfred Stoddart, 30 years of age, married, native of Barrington, N. S., one of the crew of sch. Gladys and Nellie, run down in his dory by the vessel in South Channel, May 8.

Ambrose Griffin, 25 years of age, single, native of Newfoundland, one of the crew of sch. Gladys and Nellie, went astray in his dory in South Channel, May 8.

Frank Henderson, 35 years old, single, native of Cape Breton, N. S., died on board sch. Corsair, May 8, off Cape

Cod, while on a mackerel trip.

Capt. James McLennon, 47 years old, single, native of Placentia, N. F., master of sch. Avalon, died in a hospital at Shelburne, N. S., June 11, from blood poisoning resulting from a wound in his finger from a hook.

Capt. John McFarlane, 58 years old, married, native of Maine, one of the crew of sch. Fitz A. Oakes, died in Luke's hospital, New Bedford, June 21, having been taken sick while on mackerel trip.

James Hurley, 34 years of age, single native of Newfoundland, one of the crew of sch. Ida M. Silva, drowned in the dock at Pensacola, Fla., June.

John Malcolm, 40 years old, widower, native of Caribou Cove, N. S., and Joseph Arsenault, 35 years of age, single, native of Prince Edward Island, two of the crew of steamer Be went astray from their vessel off Grand Banks, June 20. Malcolm left three children.

Allen J. McDonald, 24 years old, native of St. Peters, N. S., died at the Addison Gilbert hospital June 22, from pneumonia, contracted on a fishing trip.

James Fitzgerald, 50 years old, single, native of Whitehead, N. S., one of the crew of sch. Squanto, died on board the vessel, July 18, at Cape N. S.

Andrew Merchant, 38 years old, single, native of Arichat, N. S., one of the crew of sch. Squanto, drowned at T wharf, Boston, August 21, while boarding his vessel.

George S. Ross, 52 years old, married, native of Guysboro, N. S., one of the crew of sch. Preceptor, died on Grand Banks, August 28, of heart trouble, left widow and seven children.

Lawrence Williams, 45 years old, single, native of Bay Bulls, N. S., drowned in the harbor August 29, while boarding sch. Paragon.

George M. Colson, 28 years old, single, native of Yarmouth County, N. S., one of the crew of sch. Clontonia, killed board the vessel off Souris, P. E. by being struck by falling gaff.

Duncan McLain, 60 years old, single, native of Cape Breton, N. S., one of the crew of sch. Marsala, fell on board on Brown's Bank September while wrestling with a shipmate, swam to the vessel and was rescued.

Capt. Miles M. Somers, 48 years old, single, native of Tracadie, N. S., on board sch. Hope off Pensacola, October 4, from heart disease, found dead in his bunk.

George Tibbets, 49 years old, married, native of Weymouth, N. S., William Tarr, 28 years old, married, native of Rockport, two of the crew of sloop Malicia Enos, went astray from their vessel off Thatcher's island, November 26, Tarr left widow and children, residing in Rockport.

Tibbets left a widow and three children in this city.

John Sperry, 63 years old, single, native of LaHave, N. S., one of the crew of sch. Mary E. Harty, died in the Chelsea Marine Hospital December 28.

Continued  
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### Summary of the Losses.

the summary of the losses is as follows:

	Gross Tonnage	Net Tonnage	Fishery.	Value.	Insurance
.....	99	74	Snapper	\$8,700	\$4,000
.....	137	98	Fresh halibut	14,000	13,000
.....	99	67	Fresh haddock	10,000	9,300
.....	111	78	N'd. herring	9,000	7,000
.....	111	85	Cured fish	8,000	6,000
.....	110	85	Mackerel netting	2,500	2,000
.....	26	25	Salt codfishing	12,000	11,000
.....	110	78	Fresh halibut	8,500	none
.....	122	87			
	814	592		\$72,700	\$52,300
shed or fell overboard from vessel					6
nt astray in dory on banks					5
run down by vessel					1
ry capsized					1
d on board vessel or in hospital					10
led on board vessel by accident					2
owned by falling from wharf in boarding vessel					3
					28

More Good Stocks.

Sch. A. Platt Andrew, Capt. Wallace Bruce, stocked \$2118 on her haddock-  
ing trip landed at Boston this week,  
the crew sharing \$38.60 clear to a man.  
Sch. Gov. Foss, Capt. Fred Thomp-  
son, stocked in the vicinity of \$1900,  
the crew's part being \$46, net.  
Sch. Natalie Hammond, Capt.  
Charles Colson, five days out, stocked  
\$1575 and the crew \$40 clear.  
The crew of sch. Thomas S. Gorton  
Capt. Val O'Neil, shared \$36 clear on  
their recent trip.

March 1

# PRINCE RUPERT SEES HER CHANCE

## **Hustling British Columbia Port Wants U. S. Crafts to Land Fish, Buy Supplies and Bait There Free of Restriction.**

The citizens of Prince Rupert, B. C., are putting forth great efforts to obtain from the Canadian Government concessions in the Dominion fisheries regulations to the end that the fishing business of the North Pacific may be diverted to Prince Rupert so far as possible. On November 27, 1914, the fisheries committee of the Prince Rupert Board of Trade addressed a communication to the Dominion Minister of Marine and Fisheries, asking that the fishing regulations be so amended that American fishermen and boats could buy their bait and supplies in Prince Rupert without any restriction or condition and sell their fish in Prince Rupert without the payment of any duty. This was to enable the small independent fisherman to dispose of his catch in Prince Rupert for shipment to the United States when he did not have enough fish to make a cargo load.

It was argued that the great bulk of the fishing in the North Pacific is now north of Prince Rupert, and that therefore this is the natural port to receive this fish to be shipped east over the Grand Trunk Pacific Railway, thus saving some four days' time on each trip, as well as the attendant expenses, over the time and expense necessary if the boats were to go to Vancouver or Seattle to ship their fish.

In general, the argument of the com-

mittee was that the fishermen (especially the halibut fishermen) were going to move from Seattle to be nearer the fishing grounds, and if proper inducements, such as those in the concessions requested, were made, they would come to Prince Rupert, otherwise they would go to Ketchikan, Alaska.

Under date of December 9, 1914, the Minister of the Naval Service replied to the above communication that the subject of permitting United States fishing vessels to sell their fish to local dealers in Canadian ports to be re-shipped to the United States would be considered by the Dominion Government when the question of renewing the bonding privilege for 1915 was being dealt with.

A petition is now being circulated in Prince Rupert and vicinity, which will be presented to the Dominion Government, asking (1) that fishing boats of American registry be allowed to enter any western Canadian port of entry and purchase fresh, frozen, or salt herring, to be used for bait, and such other ship stores and supplies as may be necessary for a fishing trip; and (2) that fishing boats of American registry be allowed to sell or dispose of their cargoes of fish at a western Canadian port of entry, to be held in bond and shipped via Canadian railways to a port of entry in the United States.—U. S. Consular Reports.

# CURLEY COMES TO AID OF FISHERS

## Hub's Head Urges Bryan to Secure Nova Scotia Modus Vivendi Privileges For Auxiliary Crafts and Bait Concessions in Newfoundland.

Mayor Curley of Boston has taken up the cause of the fishermen and hopes to be instrumental in securing favorable consideration from the Canadian and Newfoundland governments in securing fishing concessions for them. He has filed a brief with Secretary of State Bryan at Washington, setting forth the situation and requesting the secretary to use his best endeavors in behalf of the American fishermen.

The proposition is the same that the fishing interests have been urging for several years. Both Congressman Gardner, and Hon. A. Piatt Andrew of this city, have been tireless workers in the cause, the latter, it will be remembered, visited Washington last year with the delegation of local skippers and presented the matter before the State Department.

Under the terms of the Modus Vivendi agreement, American auxiliary propelled fishing crafts are ineligible to fishing licenses in Nova Scotia waters, while in Newfoundland, except on the treaty coast, licenses are denied entirely. Today, a large percentage of the fresh fishing fleet is equipped with engines, the result being that only the sailing crafts without motive

power can avail themselves of the  
privilege of taking out a license at  
Nova Scotia.

As to Newfoundland, the fishermen hope not only to secure license privileges, but baiting concessions as well.

Mayor Curley became interested in the case, while a member of Congress. The mayor has promised his best endeavors in behalf of the fishermen.

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